

**Southwest Washington Regional Transportation Council
Board of Directors
December 1, 2015, Meeting Minutes**

I. Call to Order and Roll Call of Members

The Southwest Washington Regional Transportation Council Board of Directors Meeting was called to order by Chair Melissa Smith on Tuesday, December 1, 2015, at 4:00 p.m. at the Clark County Public Service Center Sixth Floor Training Room, 1300 Franklin Street, Vancouver, Washington. The meeting was recorded by CVTV. Attendance follows.

Voting Board Members Present:

Nancy Baker, Port of Vancouver Commissioner
Kelly Brooks, ODOT (Alternate)
Jack Burkman, Vancouver Council Member
Shirley Craddick, Metro Councilor
Bart Gernhart, WSDOT (Alternate)
Jeff Hamm, C-TRAN Executive Director
David Madore, Clark County Councilor
Tom Mielke, Clark County Councilor
Ron Onslow, Ridgefield Mayor (Alternate)
Larry Smith, Vancouver Council Member
Melissa Smith, Camas Council Member
Jeanne Stewart, Clark County Councilor

Voting Board Members Absent:

Bill Ganley, Battle Ground Council Member
Doug McKenzie, Skamania Co. Commissioner
David Poucher, White Salmon Mayor
Kris Strickler, WSDOT Regional Administrator
Rian Windsheimer, ODOT Region 1 Manager

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Norm Johnson, Representative 14th District
Gina McCabe, Representative 14th District
Don Benton, Senator 17th District
Paul Harris, Representative 17th District
Lynda Wilson, Representative 17th District
Ann Rivers, Senator 18th District
Liz Pike, Representative 18th District
Brandon Vick, Representative 18th District
John Braun, Senator 20th District
Richard DeBolt, Representative 20th District
Ed Orcutt, Representative 20th District
Annette Cleveland, Senator 49th District
Jim Moeller, Representative 49th District
Sharon Wylie, Representative 49th District

Guests Present:

Ed Barnes, Citizen
Lori Figone, WSDOT
Tim Gaughan, Citizen
Paul Greenlee, Washougal Council Member
Lee L. Jensen, Citizen
Dale Lewis, Senator Herrera Beutler's Office
Anne McEnery-Ogle, Vancouver Council Member
Sharon Nasset, Citizen Third Bridge Now
Jerry Oliver, Port of Vancouver Commissioner
Scott Patterson, C-TRAN
Scott Sawyer, City of Battle Ground
Jeff Swanson, Clark County
Patrick Sweeney, City of Vancouver
Michael Williams, WSDOT
Tad Winiecki, Citizen

Staff Present:

Matt Ransom, Executive Director
Ted Gathe, Legal Counsel
Lynda David, Senior Transportation Planner
Mark Harrington, Senior Transportation Planner
Bob Hart, Transportation Section Supervisor
Dale Robins, Senior Transportation Planner
Diane Workman, Administrative Assistant

II. Approval of the Board Agenda

LARRY SMITH MOVED FOR APPROVAL OF THE DECEMBER 1, 2015, MEETING AGENDA. THE MOTION WAS SECONDED BY RON ONSLOW AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Tad Winiecki from Vancouver with Highway Transport Research displayed a poster that he presented at a pod car conference. Mr. Winiecki said a pod car is like a personal monorail, and he and others have been working on it for a long time. Mr. Winiecki spoke about electric assist bicycles and said that they are bicycles that are two or three wheels, fully operational pedals, and an electric motor. He is working on a type called a Velomobile.

Sharon Nasset from Portland, Oregon spoke about the Record of Decision for the Columbia River Crossing project. She said since that time, there has been nothing going forward including funding, and a lot of work went into getting to that point. Ms. Nasset said elected officials on both sides of the river need to work together to move forward.

Ed Barnes from Vancouver spoke about the extensive congestion in the I-5 corridor on a daily basis. He said a new I-5 bridge needs to be built. With the amount of freight we have, it is hurting us economically. Mr. Barnes said the elected officials have an obligation to their tax paying communities to stand up and support a move forward with the needed I-5 bridge.

IV. Approval of the November 3, 2015, Minutes

JACK BURKMAN MOVED FOR APPROVAL OF THE NOVEMBER 3, 2015 MINUTES. THE MOTION WAS SECONDED BY NANCY BAKER AND APPROVED. KELLY BROOKS ABSTAINED.

V. Consent Agenda

- A. December Claims
- B. Disposition of Depreciated RTC Equipment, Resolution 12-15-19

JACK BURKMAN MOVED FOR APPROVAL OF THE CONSENT AGENDA DECEMBER CLAIMS AND RESOLUTION 12-15-19. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

Metro Councilor Shirley Craddick entered the meeting.

VI. YR 2016 RTC Work Program and Budget, Resolution 12-15-20

Matt Ransom said the work program and budget presented are largely the same as they were presented at the November meeting. They have rerun the numbers for the expenses through November, and it appears that the 2015 budget spends about 8% less than had been planned. That savings is mostly due to delayed expenditure on a couple of the professional services contracts that they had expected. Overall, they have spent below the planned expenditure in 2015, which is a good condition to be in. The money not expended on professional services will be taken forward to the 2016 budget to pay for the delayed activities.

The work program accomplishments for 2015 have been compiled in an Annual Report. Mr. Ransom would address this later in the meeting. It is available on line.

The work program for 2016 was discussed at the November meeting. Mr. Ransom provided a brief summary. He said the work program has two components. The first is the core work that is identified in the Unified Planning Work Program (UPWP). This is the work required to keep compliant with RTC's status as an MPO for federal funding purposes and as an RTPO for state funding purposes. It encapsulates our grant funding program, regional transportation planning coordination program, data, modeling, research, and other related services they provide.

In addition to the core work, they have identified work efforts that will receive additional emphasis during 2016. They have also identified some resources that will be applied to achieve activities associated with those emphasis areas. Those are identified in the work program on page 4 and were reviewed at the November meeting. They will focus an additional emphasis in the regional project funding program looking at some of the evaluation criteria. They have begun that process with some of the jurisdictions' technical staff. They will also run another grant review process for the Human Services Transportation Plan. They will continue to work with members and partners on implementing the Regional Transportation Plan. That includes one major study that they have identified and are currently reviewing consultant proposals. They expect to bring back that contract in 2016. This will be the bus on shoulder review for the I-205 corridor. They continue to put emphasis next year on regional freight and commerce planning. They are currently wrapping up data collection efforts and will report back to the board some of that data and findings. They expect to spend some time on MAP-21 implementing the performance measure focus that the Feds have put out for the regions. They will continue to work on partnerships and administrative improvements. Mr. Ransom said there is a lot of compliance work to be done in 2016 including review of their public involvement program and Title VI Plan. This is in preparation for RTC's Federal Certification Review which takes place every four years. The review is to ensure that we run a compliant MPO program.

Mr. Ransom said the budget is as presented at the November meeting with the addition of \$15,000 that was unspent this year. A contract is in place, but those funds are not yet spent and are being carried forward to 2016 under modeling services. They expect revenues to cover the expenses that are planned. Mr. Ransom said that late this afternoon, Congress (the House and Senate) have agreed to the concept of a five-year transportation reauthorization at the federal level. It is proposed that that federal bill as written may be funded for a full five years. The most recent reauthorization (MAP-21) was only funded for two years and subsequently amended the bill over a dozen times to provide revenue. If this bill is adopted by the Congress and signed by the President, it really stabilizes RTC's program since the majority of funding that operates RTC comes through federal grants.

Member dues remain the same for 2016, although they have been under review with a sub-committee and expect a report out late this month to be dealt with in 2016. The budget retains current staffing levels. They are making one policy change in the budget, and it is related to an

accounting issue. The capitalization level for RTC assets is changed from \$1,000 to \$5,000, which is consistent with federal and Clark County's thresholds of \$5,000. The implementation of the YR 2016 Work Program with staffing, specialty consulting services, and operations support is budgeted to cost \$1,792,300.

David Madore referred to page 2 of the resolution stating "Further, continued collaboration with Metro (OR) on issues of bi-state significance will be a point of emphasis for YR 2016." He also referred to page 4 of the work program referencing "interstate corridors: Bridge Seismic conditions update to Board and corridor operations planning." Councilor Madore said we should not miss the opportunity to consider a third bridge across the Columbia River. He said that would be of bi-state significance, and asked if there was any plan to do that.

Mr. Ransom said he was going to mention the Bi-State Committee Update under the Director's announcements. The Bi-State Committee at their most recent meeting agreed generally that the focus for the Bi-State Committee in 2016 is to talk about river crossings and corridors. In thinking about the sequencing of decision making and idea development, that is the forum for bi-state conversation. He said the Committee requested of staff (Mr. Ransom for the Washington side) to orchestrate several conversations. First, beginning with what work was done on the I-5 corridor, a little bit of history in terms of what the developmental process was, lessons learned, etc. The Committee requested a repeated conversation about the corridor study that RTC did in 2008. He said he could see a sequencing of a few dialog points with the Bi-State Committee. The question to the Bi-State Committee would be: is there energy and enthusiasm and drive to take those conversations forward?

Councilor Madore said that would be great.

Jeanne Stewart referred to page 3 of the Work Program under MAP-21 Implementation. She said for many reasons, our Oregon partners in their eagerness to embrace MAP-21, don't embrace either the need or the cultural understanding that we have in Clark County and for Clark County. She said we do not embrace it to the same degree that they do. Councilor Stewart asked Mr. Ransom if we have minimum obligations under MAP-21 and what our obligation is to that.

Mr. Ransom said MAP-21 is the Federal Transportation Bill that is still in effect, but might be replaced by the FAST-ACT. MAP-21 was a shift in federal policy which said regions and states must implement performance based planning. It is largely about data collection and then setting targets. A few key indicator areas include safety, asset management, and pavement and bridge performance. This is so that nationally, they can roll all of the information together and look for commonalities between the states, so presumably, Congress can then allocate resources better. Mr. Ransom said the Feds are late in developing the rules, etc. MAP-21 really doesn't affect our autonomy as a region to say really what we envision in transportation investments. If all the assets were crumbling, then theoretically, the state or Feds could come in and say where the focus of resources should go. Mr. Ransom said so little has been done in implementing MAP-21, he is not prepared to say that that would ever happen. Relative to

Councilor Stewart's question, we have in a collaborative planning process, which is the design of the MPO process, complete autonomy to say what we want to do as a region. That conversation happens at the RTC Board.

Councilor Stewart asked what kind of performance they are looking at.

Mr. Ransom used safety for an example. The state of Washington in traffic collisions has a performance target that is adopted policy of the state that is Target Zero. The goal or the performance target is zero fatalities at some future date and that the state progressively works to make improvements to the transportation system that enhances safety and ideally eradicate any fatal accidents that might ever occur. That is a lofty target and goal. The performance is measuring at where you are at along the spectrum and incrementally making improvements. Mr. Ransom said MAP-21 is about collecting data to then say where you are at on a spectrum and then set a target to work toward.

Councilor Stewart asked if transit performance was considered as part of the MAP-21 evaluation.

Mr. Ransom said he would have C-TRAN address that. He did say that one of the key indicators of performance is asset management. How are their capital assets, and do they have a plan for managing them?

Councilor Stewart asked for highway performance, how effectively is vehicular traffic moving. Mr. Ransom said that is one of the performance categories. They call it system performance or congestion performance. That is the area of dialog back in Washington D. C. that they have least developed. The big idea in MAP-21 is to get the nation as a whole to start to collect data in similar ways and bring it all together to get a national sense.

Jeff Hamm said in concerning transit, MAP-21 does require the development of performance standards in the areas of safety, asset management, and performance. It gives wide latitude to the local transit agency to develop those standards. Then those standards come to the MPO for adoption as well. There is a two-step adoption process. As Matt said, a lot of local control over the development, and transit is part of that process.

Mr. Ransom said he thinks that the first conversation that this Board has in detail about MAP-21 is going to be in the safety performance category. That is the most developed in the rule making process in Washington D. C. and based on current progression of discussion expect that the Transportation Secretary might finalize that rule. Then the states and regions start to discuss that.

Tom Mielke said our federal funding is in limbo and has been for several years. He said we are building relationships. Councilor Mielke said we are still trying to find the right common ground between light rail and a road project. He said he is disappointed to not see something outside of the I-5 corridor. He said that corridor needs to be fixed all the way to the Rose Quarter. Councilor Mielke said we need to do something more than that. He would like to look at another corridor, possibly two more corridors, and think outside the box.

Jack Burkman asked if the FAST-ACT is indeed passed by Congress, does that replace MAP-21? He said we have waited a long time for the rule making on MAP-21, and asked if this would interrupt this process and have to start the process over again.

Mr. Ransom said no. The best way to think about this is that the core architecture, or shift in Federal policy which is to tell the states and regions to start to implement performance planning in your process. Collect data, select a target, and assess progressively where you are at in progress towards achieving that target. Mr. Ransom said as he understands it, that core architecture is retained in the FAST-ACT, and some of the details are yet unknown. He believes that the core architecture performance based planning will continue to be federal policy, and at the regional level we will need to figure out how we plan and operate within that.

Council Member Burkman said that would be good news, because he said performance based planning makes a lot of sense. He said if we do end up with a package of funds available, there may be a need to revise the work program if that passes.

LARRY SMITH MOVED FOR APPROVAL OF RESOLUTION 12-15-20, 2016 RTC WORK PROGRAM AND BUDGET. THE MOTION WAS SECONDED BY RON ONSLOW.

Jeanne Stewart referred to the emphasis area listed for the Bus on Shoulder Study. She said it has been discussed before, but she is concerned about safety. She would like to see a federal assessment of whether that is suitable for the I-205 bridge. She said it might be listed to be studied or continue to study, but before they see implementation, she would like to see a safety study.

Mr. Ransom said that is a part of the scope that is envisioned in the study. An institutional review, the state's statutes and federal statutes will be reviewed to see if that is permissible, and how it will work from a legal regulatory standpoint. There is also a technical review. This study as proposed is the first step look of possibly two or three steps with decision points along the way. Part of the decision point process is around the Bi-State table. If the project were to advance, it crosses two states, so there needs to be coordination and consensus from both sides. Mr. Ransom said there will be several updates on the status of the study to the Board in the coming year.

Councilor Mielke said he has trouble supporting this moving into 2016. He said the plan doesn't have forward thinking and is stuck on the I-5 corridor and needs to look outside the box.

Councilor Madore said he had the same reservations. He referred to the resolution and the statement "...continuing and comprehensive regional planning..." He said he did not see any of that and it should focus on or open the door for a third bridge. He asked if that could be added to the work program as one of the option items pursued.

Matt Ransom said as stated earlier, the Bi-State Committee has already committed to have focused discussions about river crossings next year. He said the way this work program is structured is to put resources towards those discussions. That is the avenue from which this board collaborates on bi-state issues. Mr. Ransom said he sees this work program setting up

for those kinds of discussions: what has been done in the past for river crossing discussion, what do we want to do now, are people interested in that, and take the conversation forward. These are the dialog points that both envisioned for the Bi-State Committee and also the RTC Board next year. That collaboration is what is envisioned for the 2016 work program.

Councilor Madore said that is looking to someone else, another committee to discuss that instead of us focusing on that.

DAVID MADORE MOTIONED TO AMEND THE MAIN MOTION TO ADD INTO THE WORK PROGRAM THE CONTINUED WORK THAT WAS STARTED WITH THE 2008 TRANSPORTATION CORRIDOR VISIONING STUDY TO SEE WHAT CAN BE DONE TO GAIN SOME BENEFIT FROM THE STUDY. TOM MIELKE SECONDED THE MOTION.

Jeanne Stewart said she could see looking at our transportation needs in the big picture, but she is not as enthused to start back at 2008. Councilor Stewart said the point that we should be thinking about river crossings is a valid point, but the amendment is very specific and that worries her so she would not be supporting the amendment.

Bart Gernhart said he appreciated what Matt has characterized in the program. He also said he appreciated Councilor Stewart for her effort on the Bi-State Committee. Mr. Gernhart said the Bi-State Committee was created a number of years ago for these exact issues and he would be opposing the amendment and support the original motion.

Tom Mielke said he sees this differently. He sees sending a message from this Board to the Bi-State Committee that we want to look at more than one corridor, one crossing. He said he would support a third or fourth crossing and not just I-5.

Jack Burkman said this was discussed in depth at the last Bi-State meeting and has been discussed a number of times, and it is not just any one corridor. At the last meeting, as the Director will probably report later in the meeting, the discussion was around the need to address issues on the I-5 corridor, there is a need to address issues on the I-205 corridor, and the next step is there is a need to address additional bridge crossings. Council Member Burkman said they now have the Mayor of Troutdale that has joined the Bi-State Committee representing that portion of the region and advocates for that very effectively. Council Member Burkman said they were not talking about the 5-year plan, but the 20, 30, 40, 50-year plan and how they start down that road to make all the necessary changes. He said it is not just a matter of fixing one bridge or one crossing; it is a whole transportation system. The Bi-State Coordination Committee is formed through an Interlocal Agreement among the various jurisdictions that says when there are things that cross the river, we are going to have jurisdictions from both sides of the river around the table. That is a standing sub-committee of both RTC and JPACT (the Joint Policy Advisory Committee on Transportation for Metro). Mr. Burkman said if we try to have a conversation outside that forum, we are only engaging some of the players. By talking about it at that committee and laying the groundwork, and report back both to RTC and JPACT and talk about the next steps. There needs to be a fully developed work plan for that. It is going to take some time. Mr. Burkman said if we try to do it

independently, we won't get there. The work program we have makes sense, it puts the burden into the Bi-State Coordination Committee where we do have representation and have that group report back regularly to the RTC Board and tune it from there.

Ron Onslow said he is against the amendment and in favor of the motion. He said a work program is designed to be general on purpose. If you start doing specific things, he said that defeats the idea of work program. It tends to make you focus on one thing. Mayor Onslow said he would support the main motion, but speak against the amendment. He agreed with Councilor Stewart; it should not be so specific.

Jeff Hamm noted that the RTC Board in 2009 adopted a High Capacity Transit System Plan for Clark County that has the same standing as the Corridor Study's plan, and that would not make sense to focus on one of those to the exclusion of the other. They need to be talked about together, both at the Bi-State level and returning to our local transportation plans. That would be a better way to incorporate all of these modes and questions rather than single one out.

Tom Mielke said he understood what is being said. He said maybe the amendment is too specific, but he doesn't want the Bi-State Committee to have their discussions and make their decisions and tell us what to do.

Jack Burkman said they are having those conversations at the Bi-State Committee. It is an advisory committee; they are not a decision making body. Anything that occurs at the Bi-State Committee is referred back to the RTC for action.

Councilor Mielke said this body has not heard from the Bi-State on what they are deciding.

Councilor Madore said the same argument that would be against this amendment is the same argument that would somehow have this body not create the 2008 Corridor Visioning Study. He said he felt that was one of the most forward thinking strategies that have ever come out of this body. He said the idea of that being too specific, he could not imagine. All of those listed options give something to build on instead of just maintenance. Councilor Madore said he welcomes the Bi-State work, but would like to see something come from this board.

Councilor Stewart said she wanted to make it clear that she is on the JPACT Committee and the Bi-State Coordination Committee. She said the conversation is only getting started at Bi-State. She said the window was opened on that for the first time in an important way at the last Bi-State meeting. It is preliminary. No decisions have been made. There is no new news; because it is news the Clark County Councilors have followed the process for years. She said they are aware that Mr. Madore has looked at other corridors and talked to other people. She did not want anyone to get the impression that she goes to these meetings and that there is anything going on that is unknown and not brought back to this body or to the Councilors.

A roll call vote on the amendment was requested.

THE AMENDMENT FAILED WITH 10 NO VOTES: BAKER, BROOKS, BURKMAN, CRADDICK, GERNHART, HAMM, ONSLOW, L. SMITH, M. SMITH, STEWART AND 2 YES VOTES: MADORE, MIELKE.

A roll call vote on the main motion was requested.

THE MOTION PASSED WITH 10 YES VOTES: BAKER, BROOKS, BURKMAN, CRADDICK, GERNHART, HAMM, ONSLOW, L. SMITH, M. SMITH, STEWART AND 2 NO VOTES: MADORE, MIELKE.

VII. Other Business

From the Board

Chair Smith said they would have election of the 2016 Officers and called for nominations for the office of Chair.

LARRY SMITH NOMINATED JACK BURKMAN. DAVID MADORE NOMINATED TOM MIELKE.

A roll call vote for the first nominated, Jack Burkman was requested.

JACK BURKMAN WAS ELECTED 2016 CHAIR WITH 9 YES VOTES: BAKER, BROOKS, BURKMAN, CRADDICK, GERNHART, ONSLOW, L. SMITH, M. SMITH, STEWART AND 2 NO VOTES: MADORE, MIELKE AND 1 ABSTENTION: HAMM.

Chair Smith called for nominations for the office of Vice Chair.

JACK BURKMAN NOMINATED JEANNE STEWART. TOM MIELKE NOMINATED DAVID MADORE.

A roll call vote for the first nominated, Jeanne Stewart was requested.

JEANNE STEWART WAS ELECTED 2016 VICE CHAIR WITH 9 YES VOTES: BROOKS, BURKMAN, CRADDICK, GERNHART, MADORE, ONSLOW, L. SMITH, M. SMITH, STEWART AND 2 NO VOTES: BAKER, MIELKE AND 1 ABSTENTION: HAMM.

Bart Gernhart said last year he had made some strong statements and hoped encouragement. He wanted to thank Councilor Stewart for attending JPACT and the Bi-State Committee and fully engaging with folks on the other side of the river which is really necessary in addressing some of the issues as discussed earlier. He appreciated sharing this side of the river's views and also listening and understanding their issues and their processes. He said he understands that the Councilors are very busy as are those members on the Bi-State Committee. He said he appreciated everyone's efforts and thanked all.

Chair Smith said it is customary to have the Executive Director serve as Treasurer and Secretary.

JACK BURKMAN NOMINATED MATT RANSOM FOR TREASURER AND LARRY SMITH SECONDED THE NOMINATION. MATT RANSOM WAS UNANIMOUSLY ELECTED AT TREASURER.

JACK BURKMAN NOMINATED MATT RANSOM FOR SECRETARY AND LARRY SMITH SECONDED THE NOMINATION. MATT RANSOM WAS UNANIMOUSLY ELECTED AS SECRETARY.

Chair Smith provided recognition of three Board Members who would be concluding their position on the RTC Board: Nancy Baker, Bill Ganley, and Larry Smith. For each individual, she provided a brief account of the many years that they served our communities and thanked them for their service. It was noted that the City of Vancouver would hold a reception for Larry Smith on December 3 at 5:30 p.m. and the Port of Vancouver would hold a reception for Nancy

Baker on December 17 at 4:00 p.m. Jeff Hamm voiced his thanks to Bill Ganley for his many years on the C-TRAN Board and Larry Smith as well.

Council Member Jack Burkman acknowledged the RTC Chair, Council Member Melissa Smith. He said she has served on the RTC Board for three years, which is unusual given that Camas and Washougal share the position. It took some work, but she had voiced an interest in providing leadership, which is exactly what she has provided. Mr. Burkman said amidst all kinds of challenges, including personal challenges, she has been very diligent, thorough, and attentive to what was needed in this organization to lead a Board. He said it has been fun to watch her do it and learn and grow. He voiced his thanks and all provided a round of applause.

From the Director

Matt Ransom referred to the RTC Annual Report, 2015 that was included in the meeting packet and posted on RTC's webpage. He said it provides a description of the many programs and accomplishments of RTC in 2015.

Mr. Ransom referred to the TIB Project Announcement memo included in the meeting packet. This was a listing of the nine transportation improvement projects in SW Washington that will receive Transportation Improvement Board (TIB) grant funding totaling \$8.8 million. Mr. Ransom pointed out two projects that leverage RTC grant funds (STP grant funds). The NE 18th Street, Four Seasons to 136th Avenue project of Vancouver has leveraged \$7.1 million in regional STP funds. The La Center Pacific Highway/4th Street Roundabout project has leveraged \$830,000 in regional STP funds. He congratulated those receiving funding for needed projects in our region.

Mr. Ransom noted a copy of the Clark County Transportation Alliance 2016 Policy Statement was provided to members. He said the Clark County Transportation Alliance coalition has prepared this for review and endorsement. This will be brought back to the Board for discussion in January. It will also be distributed at the Legislative Breakfast, which is planned for Friday, December 11. Mr. Ransom said if there are any questions or thoughts about the statement, they can contact him or the co-chair of the Clark County Transportation Alliance from Identity Clark County, John McKibbin.

The Bi-State Coordination Committee Update was talked about earlier with the work program and budget discussion. He said there have been three meetings held this year. There were major topical discussions on issues of regional significance including corridors and river crossings; an overview of the 2008 Corridor Visioning Study; a housing focused discussion, talking about affordable housing and the crisis here regionally of affordability; and at the most recent meeting they had a presentation from Greater Portland Inc. about their 2020 Economic Development Plan. Moving into 2016, the committee has asked for focused discussions about river crossings and interstate corridors, those existing as well as looking back at the work that was done in 2008. This is to start setting up how as a region we move forward, what are the priorities, and where do we focus our efforts. Mr. Ransom said these are the conversations that might take place. From earlier discussions, he gathered that we should formalize a bit more a report back system with this Board. He said he would work with the Board

representatives that sit at the Bi-State table on how to structure the discussions to be reported back.

Jack Burkman added that the Bi-State Coordination Committee has been meeting quarterly for the last two years. The last several meetings have involved bringing everyone up to the same level of knowledge. An example is that a significant amount of time was spent at one meeting going through the Transportation Corridors Visioning Study. He said this is so everyone understands both on our side of the river and on the Oregon side what has been done, what the current plans are, and laying that foundation. Now they are turning the corner to the conversation of how they move from the past into the future.

Mr. Ransom said they have one final meeting of the Dues Review Sub-Committee on December 10. Mr. Ransom said he expects final recommendation/endorsement by the committee. Staff is currently working on a report to present to the committee at the meeting. Once the committee endorses the report, it will be brought to the RTC Board. He expects the report to be available later this month. It will be brought to the Board under the Director's updates at the January meeting. The broad discussion of that is planned for the February meeting.

The 2016 listing of RTC Board meeting dates was provided in the meeting packet.

Mr. Ransom will be attending JPACT on Thursday, December 10, 2015, at 7:30 a.m. at Metro.

The next RTC Board meeting is on Tuesday, January 5, 2016, at 4:00 p.m.

Chair Smith said they would have the Executive Director's performance evaluation in Executive Session. Action will be taken following the Executive Session.

Councilors David Madore and Tom Mielke left the meeting.

VIII. Executive Session, Executive Director Performance Evaluation (Action will be taken following the Executive Session)

The meeting was adjourned to Executive Session at 5:15 p.m. for 20 minutes. The meeting reconvened at 5:35 p.m.

IX. Executive Director Employment Agreement, Resolution 12-15-21

Copies of the Executive Director's employment agreement and resolution were distributed to Board members. Chair Smith asked if there were any comments.

Bart Gernhart asked if Mr. Ransom had PERS. Mr. Ransom said yes, all RTC employees are eligible for PERS. RTC has an agreement with Clark County to buy into their benefit package.

Chair Smith said she has thoroughly enjoyed working with Matt this year. She said it has been a pleasure, and he has given her a lot of information and insight.

Chair Smith asked if there was a motion for Resolution 12-15-21 or any discussion.

LARRY SMITH MOTIONED TO APPROVE RESOLUTION 12-15-21 EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT. RON ONSLOW SECONDED THE MOTION.

Chair Smith said the only change would be to clarify the 4.7% increase is composed of 2.7% base salary and 2% Merit.

THE MOTION WAS UNANIMOUSLY APPROVED.

Ron Onslow said it has been a pleasure working with Mr. Ransom. He said any time he has talked with Matt or called him, he has got an answer. He doesn't say he'll get back to you or that he will think about it. Mayor Onslow said if he asks him if there are any issues that he should significantly be aware of, he always answers the question. Mayor Onslow said he appreciates that.

Jack Burkman said he wanted to chime in with that. He thanked Matt. He said he couldn't imagine what it is like to take over somebody else's organization that they built from the ground up. He said that is exactly what happened. Dean Lookingbill had been the Executive Director for at least 20 years. To step into an organization and do as fine a job as Matt has is really something to behold. Mr. Burkman said you have to build the confidence of the team and also have the technical background. He said he could have the technical background. Pleasantly, and much to his surprise, he built that support of the team virtually instantly. There is also an opportunity for a new person to come into an organization and blow things up, make quick moves. Mr. Burkman said Matt struck a very good balance with moving the ship ahead and keeping us on track. He looks forward to seeing the next steps he makes this next year.

Shirley Craddick thanked Matt for his partnership and being involved with Metro. She said she appreciated that and valued his opinion when she would call for his thoughts on something.

Larry Smith said he has known Matt for quite a while. He said he knew and worked with Dean as well. Council Member Smith said it is important to have someone out front that is respected in the community. He said he makes it a habit with the folks he is around to ask how people are doing and what kind of reputation they have. He said he asked a very candid individual who can tell him how they feel, what they think, and what they know. Never has he received a negative feedback in Matt's work. His confidence, attendance at meetings, presentations skills, and his intellect in transportation issues is very important. He said we are very fortunate to have Matt here to take over. Mr. Smith said the only concern he had was a little bit of the management after Dean and making sure that everything is pulled together and moving in the right direction. He said Matt has done a great job and he appreciated that.

Jeanne Stewart said one of the best talents that Matt brings to RTC, and it is not newly developed because she saw it when he was in transportation at the City of Vancouver, when you ask him a question he can figure out, usually very accurately, what it is you are actually searching for which might not be exactly the way you asked the question. Councilor Stewart said he can then synthesize an answer in the big picture and offer you that and build the detail into that to help you have a better understanding of whatever question you have. She said that all sounds very vague, but in the world of transportation and planning, it is a very complex subject. Councilor Stewart said Matt is patient and complete in his explanation. She encouraged him to continue with that great attribute, because it is very helpful. She said there

is no time that he has given an explanation to somebody else on this board that wasn't also helpful to her as well.

Nancy Baker said she was on the selection team when Matt was chosen. She said the decision was not a challenge for her; she knew exactly what was right. But it was a little hard for her, because the runner up was one of her very best friends. She said she approached the issue like she always does with what would be best for the community. She said she is honored to have the opportunity to have that vote.

Kelly Brooks said in her new position, she is learning a lot. She said she really appreciates the outreach that Matt and his staff have with her and ODOT staff. They are connected and sharing information for coordination from both sides of the river. She thanked Matt for his support.

Jeff Hamm said he and Matt meet monthly. He said they have a great interchange of ideas and information about what is going on. He said he appreciates the fact that Matt comes with an open mind, no agendas, and a total disclosure and transparency of what is going on. Mr. Hamm said he hopes that he reciprocates that and thinks that it helps both their organizations. He thanked Matt.

X. Adjourn

JACK BURKMAN MOTIONED FOR ADJOURNMENT. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

The meeting was adjourned at 5:45 p.m.

Jack Burkman, Board of Directors Chair